

greater than at first reported. An officer in whom the editor has full confidence, writes that he himself counted two hundred Yankee dead, and between eleven and twelve hundred Yankee wounded left on the field. Well may the gallant Georgians and others, who took part in the conflict, be proud of their success.

Foster has been sending up balloons, sky rockets, and calcium lights appended to the balloons, for some days past, supposed to be signals to the enemy.

[From the Richmond Whig, Dec. 5.]

We have already copied from the Georgia papers some particulars of the battle with Howard's corps at Griswoldville, nine miles east of Macon, on the Central railroad. The Confederate force consisted of three brigades of infantry, two regiments of State line troops and the Athens and Augusta battalions, all under the command of Gen. Phillips. He attacked the enemy about twelve o'clock on the 22d. The enemy fell back one mile on the Central railroad, towards Savannah, where they had erected three lines of fortifications. Gen. Phillips pursued them to their breastworks, when he ordered a charge, driving the enemy from his defenses. The enemy made several desperate efforts to recapture the works, but were repulsed each time with heavy loss. Gen. Phillips held his position. The enemy withdrew during the night. The Macon Telegraph says: We learn that the militia forces behaved with distinguished gallantry, advancing upon the enemy's breastworks in perfect order, and with no straggling. They charged through an open field to within fifty yards of the Yankee works, and maintained their ground until ordered to withdraw. The Athens battalion, commanded by Major Jackson, both under the immediate orders of the former officer, were distinguished for the cool and steady manner in which they bore themselves in the battle. These troops, as well as the militia forces, acted like veterans, and faced the destructive fire of the enemy with as much firmness as would have been displayed by the forces of Hood or Lee.

GRAHAMSVILLE, Dec. 2, 1864.—A force of infantry, artillery and cavalry, under Gen. Foster, attempted to gain the railroad at this point, but were met and repulsed. A force of marines, under Admiral Dahlgren, attempted to gain the railroad at Coosawatchie, but were met at Lee's creek and repulsed.

W. T. HARDEE, Lieutenant General.

[From the Richmond Dispatch, Dec. 5.]

From the Yankee account of their victory at Franklin over Hood it must have been the strangest victory on record, except that gained by Banks over Dick Taylor last spring. It seems that Hood attacked Schofield's works at four o'clock, nearly sunset; was at first victorious, carried the lines of the Yankees, and was then outflanked and beaten so badly that but for night coming on he would have been annihilated. In the little time that elapsed between four o'clock and dark, on the 1st of December, he lost six thousand men, killed and wounded and one thousand prisoners! But the courtesy and urbanity of Schofield and Thomas are more marvellous than anything else. After having defeated Hood so terribly, their politeness did not allow them to stay on the field and witness his humiliation the next day. So, in the night, they fell back to within four miles of Nashville, where they say they hold a splendid position. There, they assert, the crowning battle is to be fought, and that Thomas is very confident. They had apologized before for falling back to Franklin. They said they did so because it was such an admirable position. Now they have abandoned it, after having gained a splendid victory. These lies are too gross for belief. Our opinion is that Thomas has been badly beaten, and has fallen back because he cannot help it.

THE LATE MR. GALEN H. OSBORNE.

To the Editor of the Palmetto Herald:

Dear Sir—Permit me through the medium of your paper to express my gratitude to those sympathizing friends who so tenderly ministered to the wants of my son in his last hours—softening the dying bed, and applying the balm of holy sympathy to bleeding hearts. May the blessing of the widow and the fatherless be upon these angels of mercy and tenderness.

P. OSBORNE.

OBITUARY.

The steamship Fulton, which arrived at this port last evening, brought the remains of Mr. Galen H. Osborne, one of our army correspondents, who expired at Hilton Head, on the 29th ult., after a painful illness, contracted in the discharge of his duties. Mr. Osborne was a young gentleman of much promise, and though but twenty-eight years of age at the time of his death, displayed a thorough knowledge of his difficult employment, and an amount of energy and industry truly remarkable. He became a member of our army corps at the commencement of the rebellion, and served us in that capacity with great fidelity and constancy from that time up to the time of his lamented death.

In the Department of the South, where the greater part of his labors were performed, he was widely known, and recognized as one of the ablest correspondents the war had produced. His enterprise, activity and smartness attracted the attention of all the officers of the Department, from the commanding general down. Besides the high order of talent he brought to the business of the correspondent of a newspaper, he possessed also the most pleasing and enviable qualities that can adorn an accomplished gentleman. Full of fun, and anecdote and humor, he was the delight of his companions and the ornament of the social gathering. No dinner, no supper or party that might be given by or gotten up by the officers was complete with Galen Osborne absent. It may well be imagined, therefore, that his loss will be deplored as well by those admiring companions which he made for himself in the far off South as by the editors of the paper for which he labored so faithfully and so well. The complaint of which he died was a severe form of congestion of the lungs, having taken a severe cold in the discharge of his duties. He was born in the interior of this State, where his body will be carried for interment in his native place. Previous to his connection with this paper we believe he was a contributor to the press of Utica.—New York Herald.

PALMETTO HERALD STORE.—We are indebted to Messrs. C. Saville & Co., of the Palmetto Herald Store, for a large assortment of illustrated and literary papers, files of New York dailies to the 8th, late magazines, and new publications, bound and in paper. They receive the latest papers and publications by every steamer, keep their stationery department constantly supplied, and have THE PALMETTO HERALD always for sale. They have both a retail and a jobbing department, and supply orders by mail or express promptly.

CANE PRESENTATION.—Captain Frank Bell, of the Veteran Reserve Corps, stationed at Beaufort, where they have charge of the sick rebel officers, was agreeably surprised a few days since by being the recipient of an elegant and costly cane, with the following inscription on a gold band: "Presented to Capt. Frank Bell, U. S. A., by the enlisted men of the 63d and 64th Companies 2d Battalion, V. R. C." Capt. Bell has won the esteem and good will of the men under his command, and the best wishes of his numerous friends in this Department.

NAVAL MATTERS.

The officers of the gunboat Winona generously contributed \$40.70, being one day's pay, to the Sailor's Fair in Boston. The following is a list of the officers: Lieut. Commander Wm. H. Dana, Lieut. Alex. S. McKenzie, Act. Master and Examining Officer E. N. Sheffield, Act. Master and Sailing Officer Wm. McKendry, Act. Ensigns H. D. Burditt and H. Dexter, A. A. Surgeon Chas. Little, A. A. Paymaster Thos. H. Dickson, Act. 2d Asst. Engineers J. B. A. Allen, jr., and Wm. H. Tate, 2d Asst. Engineer A. Hedrick, 3d Asst. Engineer R. L. Wamaling, Act. 3d Asst. Engineer C. T. Wamaling, Act. Master's Mates A. Stigg and L. A. Cornthwaite, Paymaster's Clerk J. D. Watten, Yeoman E. Howard.

On Sunday night, the 25th ult., the iron steamer Beatrice, from Nassau, with an assorted cargo, was driven upon the northerly side of the shoal of Drunken Dick and destroyed, while trying to run into Charleston. She was discovered, fired upon and hit three times by our blockading vessels outside the bar; and no sooner had she run the gauntlet of these outside blockaders than she encountered our monitors, tugs and picket boats inside the bar, by which she was completely riddled. The firing on our side was very effective—frightening the officers and crew of the Beatrice very much, so that they cried again and again, "We are aground; come and take us." Acting Master Gifford, chief of scouts, with two large launches and two other boats, then boarded the prize, took such articles as could be readily seized, and set her on fire, bringing with him, on his return, thirty of her crew. The captain and about a dozen of his officers and crew had previously escaped to Sullivan's Island, the batteries of which had once opened fire on the Beatrice, and thus actually aided our vessels and our batteries on Morris Island in the work of destruction. The Beatrice is a ship of about five hundred tons burden, worth, with her cargo, about \$220,000. One of the firemen of the Beatrice was also a fireman on board the Flora, the blockade runner which was destroyed on the same shoal about a month since. He seems to be discouraged by his ill success, and says he shall try some other business to get his living by. The fact is, it is no easy thing to get into Charleston now, though it is said two vessels have run in and one has run out within the last month. One of the last that went in was the Fox, an old offender, which was seen by the Wamutta and by the Mingoe; and it is said she might have been destroyed if the captain of the Mingoe had done his duty. At any rate the Admiral has ordered a court of inquiry, consisting of Captain Green, Captain Luce and Judge Advocate Cowley, to investigate his conduct.

On the morning of the 26th, at daylight, the chief officer of the Gen. Lyon observed on the south side of the river a schooner, painted lead color, and acting very strangely. By watching her movements suspicion was awakened that she was a blockade-runner. After consulting with the captain (Ward) a boat was lowered, and Mr. Hayden, with four seamen, started toward the suspicious craft. When alongside, she was hailed, and receiving no reply the officer and men boarded her. Upon examination she proved to be the schooner Bertha, of Nassau, N. P., cleared for St. John's, N. B., loaded with contraband goods. There being no one on board, Mr. Hayden assumed charge, and anchored her in the stream, beyond rifle shot from the shore.

The Bertha is almost a new vessel, of about sixty tons, and has a valuable cargo, besides a good suit of cotton sails. She had run by Fort Pulaski, and, having discovered the flag of truce fleet, came to the conclusion they were gunboats come to capture Savannah, and accordingly skeddaddled in confusion, leaving everything behind.

Mr. Hayden deserves much credit for his vigilance and success. Upon consultation with Col. Mulford, by his orders the schooner was towed to Hilton Head by the steamer Eliza Hancock.

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Billet, Note, Letter, and Official Envelopes—assorted styles—white, buff, cream, lemon, salmon, and opaque. Pencils in great variety.

Pens.—Gillott's 303, 304, 163, and "Swan Quill;" Washington Medallion, Quill, Republican, Falcon, Index, Commercial and Eagle. Gold Pens, various sizes, with and without cases. Ruling Pens, in Ivory and Ebony. Arnold's Writing Fluid, qts. and pts.; Maynard & Noyes' do., qts. and pts., and stands; Blue and Carmine Ink. Rubber and Ebony Rulers—round, square and flat. Paper Folders, wood and ivory. Sealing Wax, assorted colors. Ink Stands, every style. Pen Racks; Cribbage, Backgammon and Chess Boards; Chess, wood and ivory; Dice and Dice Cups; Dominoes; Playing Cards; Scissors; Knives; Match Sales; Pocket Books; Eyelets; Tooth Nail and Hair Brushes; Combs; Pencil Sharpeners; Split Rings; Cork Screws. Portfolios of every style. Stacks, assorted sizes. Account Books, (1, 2, 3, 4 and 6 quires) octavo, quarto and cap.

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We have the honor to inform the residents of this Department that we have just opened a Confectionery Establishment and first-class Bakery in Sam. A. Cooley's Building at Beaufort, at which we are prepared promptly to fill any orders which may be forwarded to us. Special attention is paid to the manufacture of Ornamental Pieces, Fancy Confectionery, and Elegant Pastry, for holiday or festival tables.

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[Official.]

HEADQUARTERS, DEPT. OF THE SOUTH, HILTON HEAD, S. C., Dec. 9, 1864.

CIRCULAR,

No. 15.

MORE THAN ONE INSTANCE OF DERELICTION of duty and indifference to the public interest, on the part of captains of transports, have come under the notice of the Major-General Commanding the Department during the present Expedition. At such times, when the Government has a right to call for the utmost exertions, night and day, of all in its service, this conduct on the part of those who have to share neither the fatiguing marches nor the fighting of the soldier, is doubly disgraceful. Any one fit to occupy the position of a captain of a vessel should have some higher object than to find excuses for not obeying orders, or obeying them slackly; he should not only work zealously, but seek opportunities to do good service.

While the General is happy to know that this censure applies to a minority, only, of the masters of transports, and while he assures those who honestly strive to do their duty, that their exertions are neither unobserved nor unappreciated, he warns the guilty, that any future case of misconduct will be promptly brought before a court martial, and that neither from such a tribunal, nor from the Commanding General, need the delinquents hope for any mercy.

By COMMAND OF MAJOR-GEN. J. G. FOSTER,
W. L. M. BRADEN, Asst. Adj. Gen.